OGDEN CITY, UTAH, TUESDAY EVENING, APRIL 30, 1912

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International Harvester Company

St. Paul, April 30 .- Suit against the International Harvester company, charging it with being a monopoly in restraint of trade, and asking that it be dissolved, was filed by the government in the United States district court here today.

A petition in equity, naming seven corporations and 18 individuals as being the responsible heads of the \$140,000,000 harvester corporation, sets forth the charge that the defendant controls a majority of the trade in harvesting machinery in the United States to the "grave injury of the farmer and the general public." Asks for a Receiver.

It asks that a receiver be appointed to take charge of the corporation's business, if the court sees fit.

Another petition asks the issuance of subpoenas for all defendants not residing in this district, the subpoenas to be returnable May 6, when the corporations and individuals are to enter their appearance.

The defendants, it was announced

will have until June 3 to enter their pleadings and the trials probably will be set for the October term of court. Suit Comes After Five Years.

The filing of the suit comes as a climax of five years of investigation by the government. Lately the case has figured prominently in political discussion between President Taft and Colonel Roosevelt regarding certain instructions which Mr. Roosevelt while president in 1907, gave to his attorney general, Charles J. Bonaparte, concerning the prosecution of the concern. That feature of the case was before the senate recently.

In brief the government charges the farvester company with being a compination in restraint of trade, monop plizing or attempting to monopolize. the manufacture and sale of harvest-ing machinery. It is alleged that the company has advanced the prices of these articles "to the grave injury of the farmer and the general public and extending its business into all lines of agricultural implements with the purpose of monopolistic control."

The government alleges that the In-ternational Harvester company controls at least 90 per cent of the trade in the United States in harvesters or grain binders, 75 per cent of the mowers and more than 50 per cent of the binder twine. There are only three or four manufactureres of harvesting machinery in the United States other than the International Harvester company, the petition says. These, it is idded, are comparatively small and as their business did not embrace the entire United States, in many sections of the country the International Harvester company has a complete monopoly of harvesting machinery. Con sidering agricultural implements of every kind, other than harvesters, the petition declares that the output of the alleged trust amounts to over 30

Has Eliminated Competition The government contends that the corporation has eliminated competition by securing control of a great majority of the retail implement dealers in the United States, who are made their exclusive selling agents The petition says:

"The opportunities for any competitors are constantly being closed by the defendants in all lines of agricultural implements; the agencies for distribution, the retail implement dealers and others are rapidly coming under their undisputed control, and unless restrained their complete unchallenged dominion of every branch of trade and commerce in agricultural implements of all kinds may be confi dently expected at an early date." Absorbed Competing Companies.

The government charges that the defendants have absorbed competing companies, but concealed their own ership, permitting them to be adver-"as wholly independent and without connection with them, 'the trust, or any 'combination,' intending thereby to mislead, deceive and defraud the public, and more essentially oripple existing competitors and keep out new ones.

The bill contains these charges Defendants have resorted to unfair trade methods; have made inaccuratae and misleading statements concerning rival machines or concerning the eredit of competitors; have by mis representations sought to induce competitors, agents and dealers to aban on them and in divers unfair ways have endeavored to destroy them, and for the purpose of destructive compe tition have reduced prices of their machines in some localities below coat of production and sale, while

keeping prices up in other localities Have Bought Up Patents. 'Defendants have systematically bought up patents upon harvesting machinery, tools and implements, acquired all new inventions therein thereby to more effectually perpetuate combination and monopoly. The following corporations and in

dividuals are mentioned as defend ents in the petition:

The Defendants. International Harvester International Harvester company of America, International Flax Twine pany, Wisconsin Steel company Wisconsin Lumber company, Illinois Northern railway, the Chicago, West Pullman & Southern Railroad company, Cyrus H. McCormick, Chas eering, James Deering, John Glessner, William H. Jones, Harold F. McCormick Richard F. Howe, Edear A. Bancroft, George F. Baker. William J. Louderbeck, Norman B. Ream, Charles Steele, John A. Chau

man, Elbert H. Gary, Thomas D. Jones, John P. Wilson, William L. Saunders, George W. Perkins.

The prosecution of the case will be directed by Edwin P. Grosvenor, spe-

cial assistant to the attorney general.

Organized in New Jersey. The International Harvester company was organized in New Jersey in 1902. Prior to that time, the govern-ment declares, there were ten or twelve establishments for the manufacture and sale of barvesting imple-ments in active competition with each other. The alleged trust was formed through the combination of McCormick Harvesting Machine company of Suit Brought to Dissolve innois, the Plano Manufacturing com-Illinois, the Deering company of li-Glessner company of Ohio and the Milwaukee Harvester company. The aggregate annual output of these five concerns amounted to over 85 per cent of all the harvesting machinery and 50 per cent of all the binder twine produced and sold in the United States at that time. The combination was in corporated in New Jersey with a capital stock originally of \$120,090,-

000. The control of the capital stock was placed in the hands of three voting trustees-Cyrus H. McCormick, Charles Deering and George W. Perkins, who issued stock trust certifi-cates to the persons actually owning

Underwritten by Morgan & Co. In explaining the disposition of the stock the petition says that \$3,451,803 was issued to J. P. Morgan & Co., for underwriting services and legal expenses and \$3,148,197 to the same firm for reimbursement for cash expended ecure the property of the Milwan-

kee Harvester company.
The absorbed Milwaukee Harvester company was converted into the International Harvester Company of America, through which the alleged trust sells exclusively its entire output in the United States.

The International Harvester Company of America is merely the selling agency of the other international comarrangements between the International Harvester company and International Harvester Company of America was devised and is now being carried out by the defendants for the purpose of giving to the New Jersey company the appearance of not being engaged in interstate commerce.

An Unlawful Organization. The petition asks that the com-

zation in restraint of trade. Pointing out that as a rule agricul tural implements are sold direct by the manufacturers to the retail deal er, eliminating the usual wholesaler or jobber, the petition accuses the harvester company of endeavoring to acquire control of these retail merchants scattered over the country. The means of accomplishing this in 1903, 1904 and 1905, it is declared, was through contracts making these dealers exclusive sales agents of the defendants and binding them under penalties "not to sell or be interested in the sale of any grain hin ler, head-er, corn binder, husber, shredder. er, corn binder, husker, shredder reaper, mower, stacker, sweeprake hayrake, or haytedder not manufac-tured by the defendant international

Controlled Retail Dealers. During the succeeding years down to the present it is charged, the comgreat majority of the retail imple ment dealers in the country by means of agency contracts which may be an nulled by the International Harvester Company of America when it consid ers its interests neglected or jeopar

The petition alleges that the Intenational Harvester company in January, 1903, acquired control of D. M. Osborne & Co., its principal compet tor in harvesting machinery and till age implements, but for two years concealed and denied its association with that company

Disguised Ownership. "This," it is added, "was in pursuance of defendant's policy, by disguis ing ownership, to use controlled com-panies to break down competition and for themselves the benefit of sublic sentiment against combina

The harvester companies receive nateriais-iron, steel and lumber through the Wisconsin Steel company and the Wisconsin Lumber company subsidiaries, which, the petition de lares, are "used as means and instru mentalities to climinate competition. Get Undue Rate Preferences.

It is alleged that the defendants have used the Illinois Northern railway and the Chleago, West Pullman Southern railway company, which they control, to obtain undue prefer nces from railroads connecting with them.

To illustrate the expansion of the harvester company into all lines of agricultural implements, the petition says that in the beginning the company manufactured only harvesters o pinders, mowers, reapers, rakes, twine corn huskers, saredders and shock ers; today it has spread to include seeding implements threshing machinery, wagons, manure spreaders, gasoline engines, cream separators, auto buggies, automobiles tractors, cultivators, drills, seeders hay loaders, hay presses, etc.

McCormick Makes Statement. Chicago, April 30 .- In regard to the suit filed today at St. Paul by the government against the International Harvester company Cyrus H. McCor-mick, president of the harvester com-

The International Harvester company case differs radically in its facts from all the so-called trust cases heretofore decided under the Sherman law. The International Harvester company was organized in 1902 for the purpose of securing economy in the manufacture and sale of harvesting machinery and of increasing the for-eign trade. It had no water in its apitalization and it has carned only reasonable return on its capital. ess than 7 per cent per annum on he average

Saving to American Farmers, "The prices of its machines are now substantially the same as in 1902, notwithstanding an increase of per cent in raw material prices and per cent in wages. The company has caused a large saving to Ameri-can farmers in the cost of agricul tural implements. It has increased the foreign trade in agricultural im-

plements fourfold in nine years; its (Continued on Page Seven.)

Men Like Lorimer Are Taft's Best Friends, Says Teddy

Pittsfield, Mass., April 30 .- "If you vote for Mr. Taft you vote for these men, said Colonel Roosevelt here last night, after referring to Senators Lorimer. Penrose, Galligher and Guggen-

He said that the president had practically nothing in his campaign back of him, outside of two or three states, except the support he received from those men, "and their like, and from the great sinister special interests which stand behind these bosses."

Colonel Roosevelt devoted a large part of his speech to a reply to the things President Taft had been saying during the day at the other end of the state. At intervals on his journey across the state the colonel re ceived telegraphic reports of the president's speeches, and in the latter part of the day he entered upon a longdistance debate retorting to Mr. Taft's statements. Colonel Roosevelt said the president

had asserted that he was stirring up class hatred. This Colonel Roosevelt ienled. "The talk that I am stirring up

class hatred is arrant nonsense, said. this same connection be In "If Mr. Taft's policy of flabby in

decision and helpless acquiescence in the wrongdoing of the crooked boss and the crooked financier is permitted to continue, there will really grow up class hatred in this country. There will grow up a very ugly feeling of discontent with political, social and industrial conditions." Colonel Roosevelt made it clear that

he did not believe the result of his campaign hinged on the outcome of today's primaries.
"Mind you," he said, "I believe we

can win this fight without Massa-chusetts. But I do not want Massa-chusetts to lag behind. I want it to be in the lead in the fight."

With his address in Pittsfield last night, Colonel Roosevelt wound up his campaign in Massachnusetts. made twenty speeches, going from Boston through towns along the north shore to Lawrence and Lowell, and then across the northern part of the state to the Berkshire hills. He encountered a snowstorm in the hills of northern Massachusetts and a downpoor of rain later in the after-noon, but was greeted by large crowds at the principal points. In speaking here last night, the col-

"Mr. Taft in his speech today has announced that I am trying to stir up class hatred and excite discontent. I ask you to look for yourselves at my speech last Saturday night in Boston, the longest speech I made in Massa-chusetts, and the speech in which I in detail certain of the ide Columbus speech, for which have been most severely criticised. I ask you to see if you can find anywhere in that speech any appeal to lass hatred, except of the class of crooks, political and financial. I ask ou to hunt through that speech and see whether you can find any stirring up of discontent in it excepting of discontent with trickery, with political despotism, with cheating, with oppres-

Abhorence of Lorimer.

"I have preached abhorence of Mr orimer and all that for which Mr. Lorimer stands, and of the kind of rooked politics and crooked finance which in combination are responsible for the production of Mr. Lorimer, But as regards most, even of the bosses whom I oppose, I have not preached hatred of them I do not hate them; merely wish them to retire to private life and quit misgoverning us. If the will stop governing us against our will the way we don't want to be governed. very gladly will stop saying any thing about them whatever.

"Mr. Taft says that I preach class hatred and excite discontent. Does Mr. Tuft repard me as stirring up class hatred because I ask for a law in New York to prevent women from eing worked excessive hours in the factories? Does he regard me as stirring up class hatred because I stand for a workingmen's compensa tion act? Does he regard me as stirring up class hatred because I demand that the state and nation co-operate to make conditions of life and work better for workers, because I demand that the state and nation co-operate to help the farmer, to shape conditions that the farmer shall have not only a better chance to do well in the tilling of the soil, but a better chance to combine with his fellows to secure business advantages, and a better chance to get in the open country the opportunities for social and industrial development that will enable him to keep his boys and girls in the country instead of seeing them flock to the

"Mr. Taft says that his supporters are not bosses, but patriotic leaders a Mr. Lorimer a patriotic leader? Is Mr Patrick Calhoun of California, the man whom Frank Heney indicted, a patriotic leader? Are Messrs Gug-genheim and Evans of Colorado patriotic leaders? Is Mr. Penrose of Pennsylvania a patriotic leader? Do-Mr. Taft mean that Messrs. Galligher. Aldrich and Cannon are patriotic leaders and not bosses? Does Mr. Taft mean that Mr. Cox of Obio is a patri otic leader?

"I don't care a rap for the terminology of the matter. I care for the fact. is any comfort to Mr. Taft to call Messis, Lorimer, Cox, Penrose, Guggenheim, Calhoun, Galligher and the rest patriotic leaders, instead of bosses, let him do so, but I carnestly hope that the plain people will vote against that peculiar type of patriotic leader, and, mind you, if these pecu-liar patriotic leaders were not behind Mr. Taft, Mr. Taft would have no

chance of carrying one state in twenty sthroughout the Union.

"He has practically nothing in his campaign back of him, outside of two or three states, except the support he gets from Lorimer, Penrose, Cox Guggenheim, Galligher and their like, and from the great sinister special interests which stand behind these bosses. "If you vote for Mr. Taft, you vote for these men and these interests, and you will range Massachusetts in support of them.

support of them. Apparently what the president has

chance of carrying one state in twen-

most minded is my assault upon Mr. Lorimer, Friends, a year and a quar-ter ago Mr. Talt meant to be against Mr. Lorimer. The trouble with Mr. Taft in this and in so many other matters, is that though he meant well, he only meant well feebly, and he was easily swerved from his purpose by those who had control over him, who are neither well meaning nor feeble So far from opposing Lorimer, he ended by keeping absolutely quiet about him, and almost every Taft man in the senate became a supporter

of Lorimet."
After his principal address, Colonel Roosevelt spoke to an overflow meet

Over 200 Corpses on Board the Mackay-Bennett

Halifax, N. S., April 30.—One hun-ired and ninety bodies, among them those of Colonel John Jacob Astor and isidor Straus, were brought to Hallfax today on the cableship Mackay-Bennett which had been searching in an area of more than thirty square miles near where the great liner Ti-tanic sank after striking an leeberg. George B. Widener's body, although previously reported as recovered, was

not among those on the ship, and her commander explained that a body, at first thought to have been that of Mr Widener, was buried as that of his valet.

All told 306 dead were found and 116 were again consigned to the sea.

Halifax, N. S., April 30,-While the city's church bells tolled and British flags fluttered at half mast, the cableship Mackay-Bennett steamed slowly into Hallfax harbor this morning bearing the dead picked up from the scene where the Wirth Star-liner Titanic sank, She reached her dock in the navy yard shortly after 930 o'clock.

As soon as the ship was sighted down the harbor the canvas curtains shielding the coffins and embalmers' tents on the pler were lowered and twenty sailors from the Canadian cruiser Niobe in the yard for repairs. lined up as a guard. A patrol boat was stationed in front of the pier to prevent any craft docking in the vi-

The First Mourners

A woman was the first mourner to arrive at the pier. She was Miss Eliza Lurette, a maid for Mrs. William Augustus Spencer of New York, Mr. and Mrs. Spencer were passengers on the Titanic Mr. Spencer went down but Mrs. Spencer was saved. The maid hopes to find her late employer's body, although it had not been reported among those on the Mackay-

J. A. Kenyon of Southington, Conn., arrived shortly afterwards, hoping to identify the body of his brother, P. R. Kenyon of Pittsburg

Ship's Flag at Halfmast Her own flag at halfmast, the death ship docked slowly. Her crew manned the rails with bared heads, and on the aft deck, were stacked the coffins with the dead

Members of the crew, talking over the side, said that every body picked up had been in a lifeboat and there were no bullet holes in any. Many uncoffined dead lay on the forward deck, covered with tarpaulins. As the undertakers came aboard it was de-cided to take off these bodies first. Col. John J. Astor's body, it was somewhere in the pile of rough coffins at the stern.
White Star line officials had board-

ed the ship down the barbor, and they superintended the arrangements for docking.

People Dreaded the Sight All told, there were not more than half dozen mourners of their representatives at the pier, for they dread ed the sight and preferred to await the work of identification at

The first body removed was that of a seaman. When the tarpaulin was thrown back more than fifty bodies were disclosed. Men with stretchers came on board and the work of removal was begun.
It was announced that the total

number of bodies on board was 190 and it had been found necessary to bury no less than 116 at sea. Astor's Body Identified
Captain Richard Roberts, seeking

Astor's body, after a conference with Commander Lardner of the Mackay-Bennett, said there was no doubt that the identification of Col-Astor's body was correct. I pockets \$2,500 cash was found The body identified as that of George B. Widener of Philadelphia

was so mutilated that Captain Lardner could not say positively whether it was that of Mr. Widner or his valet This body was buried at sea.

It was predicted that the mere work of unloading would take all day.
As fast as the bodies were put on

hey will be prepared for Inspection.

Many Returned to the Sea.

Colonel Astor's body was brought off the ship and taken with others to

the pler they were placed in wagons and taken to a curling rink, where

Captain Lardner said the total num-ber of bodies found was 206. Of these

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The Taking of Testimony Before Senate Committee

Washington, April 39.-The senate nvestigation into the wreck of the litanic entered its final stages today. J. Bruce Ismay, managing director of the International Mercantile Maine, owners of the lost liner, was realled to the witness stand and put brough a last searching examination Senator Smith.

Mr Ismay indignantly denied that he or any representative of his company had attempted to reinsure the Titanic between the time she went lown and the hour the real news of the disaster became public. He asserted that a wireless message which he directed to Vice President Franklin from the Carpathia on Monday morning, April 15, did not reach that official until Wednesday. Mr. Ismay said the Titanic was not a speed boat but was constructed under orders giv en by him to make her the biggest and best equipped vessel afloat. No cost limit had been set.

To Apear in Damage Suit. Before reaching the senate hear ng this morning Mr Ismay and four officers of the Titanic were summoned commissioner late today to give testimony to be used in a contemplated damage suit to be brought against White Star line by Mrs. Robins of New York for the loss of

A charge was made to the commit tee today that the White Star line of ficials had positive news of the disaster between the hours of 7 and on the morning following the accident but suppressed the news until twelve hours later. The information was given by E. J. Dunn, a New York busi ness man, who said he in turn go information in New York from the son of a Western Union employe, Dunu refused to give his informant's name, was promptly given over to the

sergeant-at-arms and spent several hours using the long distance tele-phone to New York in an effort to be absolved from his pledge of secrecy. Vice President Franklin of the White Star line suggested the com-mittee call on the telegraph company

for the message and said he wanted the committee to have every wireless message, cablegram or telegram bearing on the disaster.
"We want this matter sifted to the

Mysterious Telegram.

E. J. Dunn, an importer of New York, the first witness, said that a day or so ago a friend told of the receipt by the Western Union Telegrap! company of a wireless message which was transmitted to "Islefrank" be-tween 7:30 and 8 o'clock Monday morning. The code address is that of P. A. S. Franklin, vice president of the International Mercantile Marine The message, the witness said he was informed, told of the Titanic disaster, news of which was not made public by the White Star line until twelve hours later.

"What was your informant's name?" asked Senator Smith. "I can't tell you," replied Dunn "I am under pledge not to reveal his name. He promised to come here to testify, but today I received the following telegram:
"Regret present circumstances de

not permit departure.' No signature.'

Protecting Father's Job.
"Did your informant tell you why
you should not give his name?"
"Simply a matter of protecting his father. He said his father was em-ployed by the Western Union and that He said his father was emif this matter came out and it was known that he gave it his father

would lose his position."

Mr. Dunn temporarily was excused "What about the information in the mysterious message?" Senator Smith

was asked. "Dunn has not disclosed it on the stand, but I know what it was," said the senator. "It showed the White Star people had information about the fate of the Titanic hours before they made it public."

"Did the message refer to an attempt to reinsure the Titanic?"
"I cannot say now," the senator re-

Want Matter Sifted.

Mr. Franklin suggested that the ommittee call on the Western Union to produce the message. "We want this matter sifted to the bottom and we want you to have every message, sent or received, that has any bearing on the disaster," said Mr. Franklin. Charles H. Morgana of Cleveland, a deputy United States marshal, who brought the witness Louis Klein to Washington, who subsequently disappeared, was next called. He said that Klein disappeared from his home sev-J. Bruce Ismay, managing director of the International Mercantile Maine, then took the stand. Senator

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SINKS

Strikes Mine and Goes Down With Large Loss of Life

Smyrna, April 30.-The steamer Texas, belonging to the Archipelago American Steamship company, struck a mine at the entrance to the Gulf of Smyrna and sank. One hundred and fifty persons on board were

The Texas was flying the Turkish flag and was engaged in carrying mail from Constantinople to the Levant, It was first stated the Texas was an American vessel, the error arising from the fact that she is part of the fleet of a local concern trading under the name of the Archipelago American steamship company

Ninety Passengers Rescued

Constantinople, April 30.—Ninety passengers of the 135 on the Texas were rescued, according to reports received here. Several of the rescued were injured. No mention is made of the crew. It is believed that the disaster was due to the Texas deviating from the course indicated by the pilot boat preceding her through the mine field.

The Gulf of Smyrna is one of the finest harbors in the Mediteranean, and Smyrna itself is the principal seaport of Asiatic Turkey. The entrance was extensively mined recenttect the port against an attack by the Italian fleet. The Texas was a vessel of 261 tons net register, built at New-castle, Eng. in 1888. She was at first called the Olympia, then re-christened the Marguerite, and finally the Texas.

AGED INVENTOR DEAD

St. Louis, April 30,-John Samuel, said to be the inventor of the mason iar, is dead. He was 95 years old

LIFEBOAT DRILLS ON ATLANTIC LINERS IN NEW YORK HARBOR INTEREST SIGHTSEERS AND PROVE INSTRUCTIVE TO MEMBERS OF CREW



make ocean travel safer. Boats leavlifeboats and life rafts than they have been carrying, and boats arriving here during the brief trip made by the boat as the boat was in her dock here.

disaster has already done much to the boats can be lowered and that the evalence taken in the senate in-

ocean and it has been proved that members of the crew did not know to which bonts they were assigned.